The Member also represented that the travelling public experienced much inconvenience owing to the want of a road from Mavelikara, Krishnapuram, Kattachira, Kattanam, Pallikal, Pantalam and other places in the east to the Ayiramtengu landing. The people of the coast, whose main occupation was coir industry, suffered greatly from the absence of such a road which would afford them facilities for the transport of cocoanut husks in large quantities from the eastern tracts and food stuffs which were scarce on the sea-coast. In the circumstances the Member prayed that this important road might be soon constructed.

*Dewan's reply.*—Your locality is sandy. There is now a foot-path, and a sum of Rs. 56,000 is required to convert it into a road according to an old estimate. If a revised estimate be prepared now, the cost would come to one lakh of rupees. The Quilon-Alleppey road should first be finished. The roads referred to by you can be taken up only after that is completed.

*Member.*—There is an alternative road one mile long—the Oachira road—to connect the market with the proposed road. It would be a great advantage to take it up.

*Dewan.*—I shall call for a report and see what could be done.

**72. Certain needs of the Kartikappalli taluk.**

*Mr. V. Ramakrishna Panikkar* (Member, Kartikapalli Taluk) began by saying that his taluk had been greatly neglected by Government in the past, in spite of repeated representations. Kartikapalli being mainly an agricultural taluk, a sufficiently large number of roads and canals were necessary for the transport of manure and other materials. They had only 6 or 7 miles of metalled road. Though there were several roads in need of repair and construction, he would refer only to the Haripad-Elanjimel road for the present, which, he hoped, would receive the prompt attention of Government. It was nearly 8 miles in length and had an annual allotment of Rs. 160 for maintenance. There was only a pathway which, at the end of 2 miles, ended at the *punja* fields between Pallippad and Chennittala. The remaining portion over the *punja* fields for over 4 miles was under water for most part of the year. The Member urged that a metalled road might be constructed for the whole distance. Speaking about the need for opening the Mundattinkara canal, he said that, if only a sum of Rs. 500 was sanctioned for acquiring a strip of land, a navigable canal about 3 miles long could be opened up which could be made useful for irrigating large areas of *punja* lands. The Member added that the adjoining land-owners were willing to undertake the work of the canal, if Government would acquire the necessary lands. He next complained of the delay in the construction of buildings for the Haripad Dispensary, though an extensive site had been acquired, and prayed that the necessary buildings might be ordered to be put up without further delay so that the dispensary might be converted into a hospital. He then reiterated the request of the people of Kartikapalli to raise the local English School to the standard of a High School. In regard to the education of girls, the Member pointed out that about 100 girls were now attending the English School for boys. That number was likely to increase, if a separate school for girls was started. He, therefore, prayed for the provision of a separate school for girls and added that there was a decent building available for rent at Haripad for locating the institution.

Referring to the proposed abolition of the Magistrate's Court at Kartikapalli and its present jurisdiction being placed under the control of the Kayankulam Magistrate, the Member submitted that such a proposal would cause considerable hardship to the people, as Kayankulam was 16 miles away from the northernmost limits of the Kartikappalli taluk. Lastly, the Member pleaded for the extension of the railway through the sea-board taluks as suggested by the Member, Trading Classes, Kayankulam.

*Dewan's reply.*—I cannot give you definite replies since you did not give me information beforehand as to what you were going to speak about. Still I shall give as detailed a reply as possible. I am aware of the fact that your taluk is subject to certain disadvantages in the matter of communications. But I do not agree with you that nothing has been done to the taluk and that it has been altogether neglected. In fact, one section of the Haripad-Ambalapuzha road passes through your taluk. We have to take up these roads gradually.



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Then you refer to the Haripad-Elanjimel road, the beginning of which you showed me, as also the Mundattinkara canal. In regard to these two works, I shall place myself in correspondence with the Chief Engineer. You say that there is a grant in regard to the former. I shall find out how it is utilised and what it would cost to construct the canal.

In regard to the hospital, what you want is the conversion of the dispensary into a hospital. This is a big proposal involving a heavy outlay.

*Member.*—I do not mean that immediately. I only request that a new building might be put up for the dispensary.

*Dewan.*—The present buildings are all right, but they are in a low place. No doubt, it would be a very good thing to have buildings on the new site. It means money again. We shall take up the work as soon as we can.

In regard to the English School, I remember to have told you when I went to Haripad that Government would welcome the conversion of the school into an aided institution in pursuance of the policy of the Government not to open more departmental English Schools but to do everything it can to further the opening of aided schools and even to convert the existing departmental schools into aided ones. If you can only manage to run the school yourselves, Government would be very glad to help you and place the existing school buildings at your disposal. The opening of English girls' schools is a matter in regard to which Government have not laid down any definite policy. I shall see how far it is possible to help you in that direction.

As regards the railway, any discussion about the alignment is premature, because the survey of the railway has not yet been decided on.

**73. Means of communication in the Kartikapalli taluk.**

*Mr. K. Velayudhan Pillai* (Member, Municipal Council, Haripad) began by explaining the importance of the Kartikapalli taluk and prayed for the following works.

In regard to roads, the first request of the Member was the metalling of the road from Kayankulam to Nangiyarkulangara. It was about six miles long and if it could be metalled and improved, it would serve as an easy approach to the vast area of paddy lands that lay on both sides of the road and would facilitate traffic in view of its close proximity to the town of Kayankulam. Secondly, the early construction of the Haripad-Tottapalli road about 5 miles in length was urged. The Member next requested that the maintenance grant of Rs. 175 per mile for the Trikunnapuzha road might be ordered to be properly utilised. He also prayed for early repairs to a bridge 20 feet in length at the easternmost end of that road where it joined the Kartikapalli bazaar. The Member then pleaded for the deepening and improvement of the Mundattinkara *thodu* which was the principal source of irrigation for 10,000 *paras* of paddy lands on both sides of it. The fertility of those lands had gone down owing to the canal becoming silted up in most places. The improvement to the Thana *thodu* was the last work urged. This canal branched off from the Payipattu river, a tributary of the Pampa, flowed through the middle of the taluk to a distance of six miles and then joined the Kayankulam backwater. It was too narrow for traffic even during the monsoon season, but it was a very useful opening to the Kayankulam backwater and, if improved, would be of great help to the trading classes at Haripad who usually brought in goods from Alleppey and other places.

*Dewan's reply.*—In regard to the Ambalapuzha-Haripad road, the line *via* Takazhi has been settled. A sum of Rs. 20,000 has been sanctioned for the work for the current year and arrangements have been made for the whole amount being spent during the year.

As regards the Trikunnapuzha-Mavelikara road, a sum of Rs. 3,000 has been sanctioned for being spent in respect of a portion of this road this year. If

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